



DR AHEAD

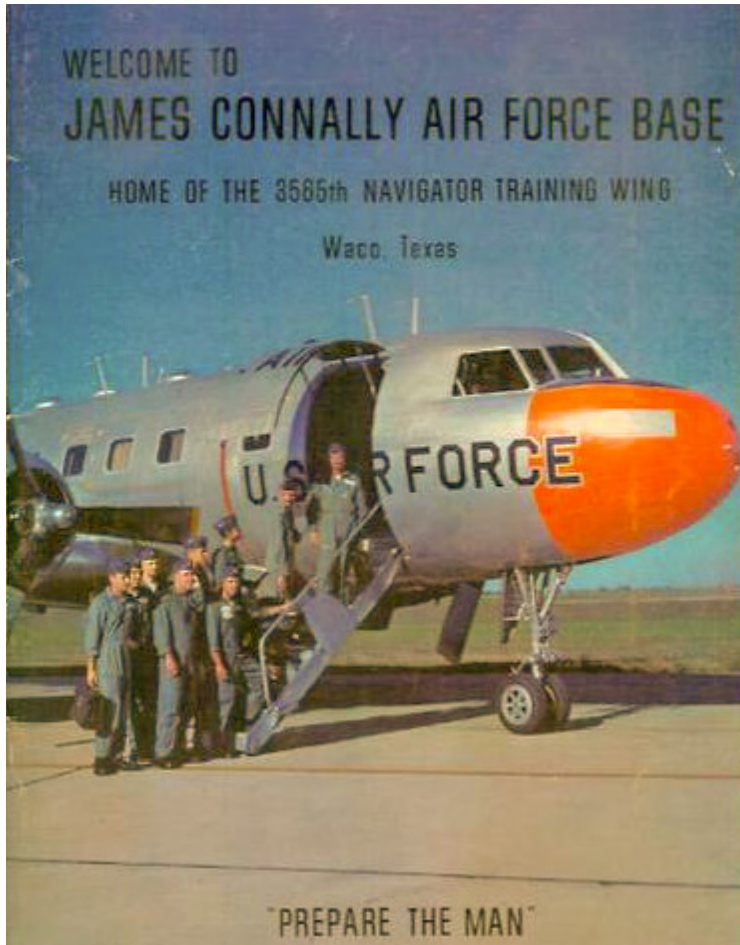


THE AIR FORCE NAVIGATORS OBSERVERS ASSOCIATION NEWSLETTER

VOL 40, NUMBER 1

NAVARRE, FLORIDA

JANUARY 2024



Welcome Pamphlet, James Connally Air Force Base T-29.



The Texas Ranger Museum, Waco Texas.

PRESIDENT'S MESSAGE

by Jimmie W. Hanes, Jr., James Connally 66-13

Hello from Crawford (Waco). Reunion Brat personnel are still working with several hotels here in Waco to house us at the 2024 **AFNOA** Reunion in September. We are talking to the people at Texas State Technical College (nee James Connally AFB) and we are looking at a tour of the base, followed by a lunch prepared by their Culinary Arts Department. Hope to have some positive info by the end of the year. In the meantime, I am writing this in mid-November and you will be reading it in early 2024.

I hope all had a glorious holiday season, including family get-togethers at Thanksgiving and Christmas goodies. I would be remiss if I failed to ask prayers for all that is occurring in the world today and a special prayer for our fellow servicemen and women in harm's way. God Bless America.



2024 AFNOA REUNION:

by Jim Faulkner, James Connally 64-04

Location: Waco, Texas

Dates: Reunion Brats are currently negotiating the hotel rates and specific dates.

Host Hotel: To Be Determined

The event will be scheduled in the last two weeks of September 2024; it will be after the B-52 reunion planned in Oklahoma City. The final info will be in the April edition of **DR Ahead**. We may have the specific dates in December; if you need more info contact Jim Faulkner. E-mail is jfaulkner39@suddenlink.net or cell 580-747-1489, land line 580-242-0526.

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| MEMBERSHIP APPLICATION AIR FORCE NAVIGATORS OBSERVERS ASSOCIATION | |
| Name _____ | |
| Spouse's Name _____ | |
| Address _____ | |
| _____ | |
| City _____ | |
| State / 9-digit ZIP _____ | |
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| Cell Phone _____ | |
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| <p>Make check payable to AFNOA and mail to: Leonard T. Melcher, AFNOA Treasurer 103 Steel Valley Drive Boerne, TX 78006-7019 Telephone: 512-296-5209 e-mail: c5nav@hotmail.com</p> | |
| <p>Note: AFNOA is an IRS 501(c)(19) non-profit organization. Annual Membership — \$15.00 under age 79 \$50.00 for 4-year membership Age 80 and over — \$35.00 for life</p> | |
| <p>If you are currently a member, GREAT! Please consider a donation to the operating account. If you are not a current member, please consider joining and giving a donation to the organization. (Checks only, please.) Thank you.</p> | |
| Membership | \$ _____ |
| Donation to Operating Account | \$ _____ |
| Total Amount Enclosed | \$ _____ |

DR Ahead is the official publication of the Air Force Navigators Observers Association, Inc. (**AFNOA** Inc.); a non-profit, non-political organization dedicated to maintaining the peace and security of the United States of America and a spirit of comradeship among all Aerial or Surface Navigators, Observers and Bombardiers who are serving or have served in the U.S. Air Force or its predecessors, the United States Marine Corps, the United States Navy, the United States Army, the United States Coast Guard, or any of the predecessor organizations of these service organizations, or persons closely affiliated with navigation in any capacity on a case-by-case basis. TENOA, the forerunner of **AFNOA**, was organized by Clarke Lampard, Ellington Class 50-D, in 1985.

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MANUSCRIPTS are welcomed, especially by e-mail (address: sue.curran@att.net) or by submittal to the editor on data CDs, IBM/Microsoft Windows-compatible formats only please. All submissions must include the address/contact of the contributor; no anonymous material will be printed; however, names will be withheld on request. The editor reserves the right to edit submitted articles for reasons of taste, clarity, legal liability, or length. The comments and views herein represent the views of the editor and are not necessarily those of **AFNOA**, Inc. Deadline for the next issue is 15 February 2024.

CHANGE OF ADDRESS: Please report changes of address to: **AFNOA**, Inc., 4109 Timberlane, Enid, OK 73703-2825; jfaulkner39@suddenlink.net; 580-242-0526.

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AFNOA LOSS

by Jim Faulkner, James Connally 64-04

Over the years a number of people have made positive contributions to **AFNOA**. One of those people was Billy H. Wilkins (Ellington Field 52-09). He set up meetings for the many navigators who lived at Blue Skies of Texas, a continuing care retirement community in San Antonio. One of these meetings was highlighted in the October 2017 issue of **DR Ahead** (see page 5 of that issue, *Navigators and Bombardiers Gather*). He helped set up tours of Blue Skies for those retirees interested in a retirement community.

He was an avid reader of military and aviation-related books and a regular contributor to **DR Ahead**. His regular book reviews spanned over twenty years and were comprised of more than 60 reviews of writings with potential interest to **AFNOA** members.

He also helped to track down "lost" navigators who moved into and out of Blue Skies. For the last several years, he advised me when navigators/EWOs passed away in the San Antonio area. His name was mentioned as a helper in almost every issue of **DR Ahead** (*Last Flights*) for the last 5-6 years. I am saddened to report that Bill Wilkins made his final flight on October 18, 2023. **AFNOA** will miss Bill and his many contributions!

NOTAM: DEATHS and CHANGES OF PERSONAL INFORMATION

Report address, cell or land line number, and e-mail changes to: **AFNOA**, 4109 Timberlane, Enid, OK 73703-2825; or to jfaulkner39@suddenlink.net; or call 580-242-0526.



Douglas A-20G Havoc: U.S. Army Air Force Douglas A-20G "No. 57" in flight. Official U.S. Air Force photo from Wikimedia Commons.

HISTORIAN'S REPORT

by Ronald P. Barrett, AFNOA Historian
James Connally 63-06

In the last **DR Ahead** I mentioned needing historical information on the old crew position we called "Radar Intercept Officer (RIO)." I am at it again, as I find little specifics available. So, being a former Radar-Navigator-Bombardier I did find a lone RIO, who was my former boss in King Radio (Dan Rodgers). Lt Rodgers was a RIO in the F-94C, and had a very interesting story to tell. More on that later. FYI, The F-94C was replaced by the F-89 and the J was the one with the Genie nuclear warhead air to air rocket. Then followed the F-101B, the 102/106, and now AI is arriving. Side Note: the Navy still flies a RIO winged crew member.

I need to know, where did the RIO start? Correct me if you know, please. The early aircraft radars were just prior to WWII. There I found what I think is the first RIO use in the Douglas A-20. That research led me to Wiki and to *The Aviation History Online Museum* (www.aviation-history.com).

I am more than pleased to present this resource to all, and I quote the following from their website:

"The *Aviation History Online Museum* was created in 1996 and is a collection of articles related to the history of aircraft, aircraft engines, historic aviators, and aircraft theory. It was originally developed as a simple portal for *Aviation Models* (www.aviation-models.com), which began in 1995. Since that time, the *Aviation History Online Museum* website has since developed into a much more comprehensive website.

"With the changing nature of the Internet, the *Aviation History Online Museum* website has adapted to a new environment and has set a higher standard for quality and accuracy. Since its inception, the archive has accumulated more than 1,000 aviation related books and periodicals that are used to compile articles and historical descriptions. Resources from the Science, Industry and Business Library in New York City and the New England Air Museum are also used to research historical data."

The website creator, Larry Dwyer, previously worked for Trans World Airlines at JFK airport for 27 years. He held positions as an Airframe & Powerplant Mechanic, Aircraft Inspector and Crew Chief and began working on Boeing 747s when he was nineteen years old.

I will do a detailed A-20 synopsis for the spring **DR Ahead** (photo on left).

NOTAM: ELECTRONIC ROSTER

We no longer print and distribute an **AFNOA** roster. Electronic copies are available in Microsoft Excel. E-mail Jim Faulkner at jfaulkner39@suddenlink.net for a roster.

THE BENEFITS OF A REGULAR COMMISSION

by Murray Siegel, Ph.D., James Connally 65-03

In September 1959, I arrived on the University Heights campus of NYU to begin my engineering education. As an engineering student, I was required to participate for at least two years in ROTC. Since I was fascinated by airplanes, I joined the AFROTC unit and soon found it was an environment where I could find achievement. Generally, ROTC graduates receive a Reserve commission, but if one was designated as a Distinguished Military Graduate, one would receive a Regular commission. My goal became becoming a DMG and receiving a Regular commission.

I maintained good grades, demonstrated leadership in the ROTC unit, including being the cadet corps commander my senior year, and was recommended for a DMG by my Tactical Officer at Summer Training Unit (ROTC basic training). I realized my goal of being eligible for a Regular commission, but there was one hiccup. At graduation, I was three months past my twentieth birthday, and one needed to be at least twenty-one to be sworn in as a Regular officer. I had to accept a Reserve commission until I reached my twenty-first birthday. I then learned of the first benefit of a Regular commission.

Upon being commissioned, a Reserve officer received a \$300 uniform allowance, yet I would not receive this stipend since I was due to become a Regular. I could have used the money. In August 1963, I reported to Navigator Training at JCAFB and in March 1964, I was called to the squadron commander's office, where he offered congratulations since I would be receiving a Regular commission as soon as I took a physical. Five months later, I received my navigator's wings but still no Regular.

My next duty station was Electronic Warfare School and there I was sworn in as a Regular officer. In February 1965, I was promoted to first lieutenant, right on time. The Air Force reduced the time on active duty to reach captain to 3.5 years, yet in February 1967, I was *not* promoted. When I asked about this, I was informed that my first 6.5 months of active duty prior to my twenty-first birthday would not count for promotion. So, the next benefit I received was the difference in pay between captain and first lieutenant for 6.5 months. With our first child on the way, we could have used the additional pay.

The delay in my promotion simply added to my dissatisfaction with the Air Force. I tried to get an assignment in SAC Technical Intelligence and was told I would need to spend two more years in the B-52. With profound regret, I submitted my paperwork for separation. Thanks to being a Regular officer, my commitment was extended one more year until August 1969. And I received orders to the B-52 squadron at Columbus AFB, MS. Once my wife and son were settled there, I left for Arc Light.

Later that summer, while flying bombing missions over Vietnam, I learned that Congress had required President Johnson to find some "savings" to allow for a tax surcharge to be passed. Those in the military who had completed their original commitment and had been extended, could now apply for early release. I did just that and was given a separation date of 18 Nov 68.

I arrived home after 24 hours of travel and was told that I would have to be sworn in as a Reserve officer to complete my six years of military service. I was sworn in for the third time and left the Air Force on 18 November. Unfortunately, the paperwork on my Reserve commission was lost and I was sworn in for a fourth time in lower Manhattan that spring. Did the "benefits" tarnish my goal of a Regular commission out of ROTC? No, but I wish I would have had more information in 1963 which might have enabled me to obtain the Regular and to collect the hundreds of dollars I did not receive.

FROM THE TREASURER'S DESK

by Leonard Melcher, Mather 74-17

DONATIONS: **AFNOA** greatly appreciates donations to the operating fund from the following members:

Francis Gawell (Harlingen 61-19) donated \$250 in memory of his best friend Major Roy L. Costley (Harlingen 61-19) and \$250 to thank his daughter, Lt Col Lynn Gawell (Ret, Mather 92-06) as a thank you for her service.

Dike Artley (Harlingen 61-06) donated \$100

Dale Robinson (James Connally 63-21) donated \$100

Charles Traylor (James Connally 66-12) donated \$15

Richard Traylor (James Connally 66-12) donated \$15

Thomas Degen (James Connally 63-12) donated \$15

Leonard Jones (Harlingen 59-16) donated \$15

Some of the AFNOA members have inquired about donating stocks to AFNOA. In order to do this, we are working towards establishing a stock trading account to receive the donations. The account should be created by the end of November 2023. If any of the members are interested in doing this, please contact Leonard Melcher (Treasurer) for details.

NOTAM: NEW FLASH DRIVE

AFNOA has created a new offer to our members. We have created an updated flash drive containing all of the instructional material from navigator training, articles from *The Navigator* magazine, and additional other materials from the original **AFNOA** flash drive. We will also include digital copies (PDF) of the **DR Ahead** newsletter going back to the beginning when it was just a single letter in 1984, to the latest copy when you order. Your suggested donation of \$35 will cover all expenses including shipping. Just place your order with Leonard Melcher (Treasurer), contact info on page 16 of this publication. The flash drive will also be available at the next reunion.

REMEMBERING THE COLD WAR

by Robert G. Certain, Mather 70-16

The National Cold War Center, located at the former Eaker Air Force Base in Blytheville, Arkansas, will provide an immersive and authoritative experience in informing, interpreting, and honoring the legacy of the Cold War. For those Americans not alive during the Cold War, it's difficult to imagine living under the constant threat of nuclear annihilation. But that was the reality of the Cold War—a time we cannot afford to forget. That is the purpose of the National Cold War Center: to create a place where these historical events will never be forgotten, and the human experiences will be preserved for and shared with generations to come. The center will tell the story of the brave men and women who guarded the fragile peace between two powerful nations.

While the base was closed in 1992, the runway has remained in use and the alert area (parking "Christmas tree," fence, watch tower, housing, bomb dump and other facilities) remains and can be restored for display and touring. A new instructional center is planned, and artifacts of the Cold War have been requested from the US Air Force, especially a retired B-52 and KC-135. Other artifacts of the nuclear triad, such as land and submarine-based ballistic missiles and Army artillery pieces, are also being sought. Initial cost of the Center will be about forty million dollars.

Blytheville is located on I-55 in the northeast corner of Arkansas about four miles south of the Missouri state line. The city and county are working with hotel and restaurant companies to open new facilities in town to enhance tourism for the National Cold War Center. Not only will this new Center provide education for students and tourists alike, it will also add a new story to the long line of musical and other attractions along the Mississippi River from New Orleans to St. Louis.

To learn more and to donate to this important site, go to <https://nationalcoldwarcenter.com>.

Editor's Note: The November 2023 issue of *Smithsonian* magazine includes a twelve-page article entitled "Healing in Hanoi." It features the story of Col (Ret) Robert Certain, the current **AFNOA** Chaplain, and other former POWs on their return to Vietnam fifty years later. A deeply touching article, it is a "must read" for anyone interested in history of the era.

NOTAM: DR AHEAD BY INTERNET

Still getting a hard copy of **DR Ahead**? Join the over three hundred members who have elected to receive **DR Ahead** via the internet, thereby helping to ensure the longevity of our association by saving **AFNOA** the postage and printing. Please e-mail to Jim Faulkner at jfaulkner39@suddenlink.net to switch.

YOU ARE A WHAT, WHERE?

by Harold "Gene" Jensen, James Connally 64-18

During Operation Arc Light in 1969, Crew BEA-20 (not to be confused with the PEA-20 crew with an infamous wing spar failure on takeoff from Guam), was a rather junior crew on their first rotation, flying missions from Guam in April (I think), when we had the following experience. It was an afternoon takeoff, a routine re-fueling, coasting in after dark, through bomb release, it was all standard. Now we were "Tail End Charlie" (usual placement for the newbie crews) of about a dozen B-52s. We coasted out toward Clark AB and all settled down for the long grind back to Guam.

Then it happened, without warning, #5 engine exploded, it and #6 departed the aircraft with what later proved to be most of the strut up nearly to the leading edge of the wing. In the frantic reaction, we lost radio contact with the formation and could not determine how much damage had happened. Pilot Frank McCarthy put us on alert for immediate bailout, and was busy working with asymmetrical thrust. Nav Pete Heinz got us a course and ETA for the nearest airfield (Cam Ranh Bay) for a potential landing site, CP Marshall Michelle was busy trying to manage fuel, trying to define damage because we lost bleed air from the right wing to run the hydraulic packs located in the forward fuselage. In the dark, from ready to bailout status, no one could see the inboard wing area well enough to define the damage. EW John Donnelly was trying to communicate on every frequency and system we had on board, but to no avail. RN (me) was getting set up to do an Airborne Directed Radar Approach (sort of a top down GCA) using the Bomb/Nav radar. In what seemed like an eternity later, probably about 2 a.m. local, we were set up and making a very long, unannounced, final approach to the runway at Cam Ranh Bay. The EW used his seat kit radio to transmit in the blind our intentions. That was when we discovered that we could not transmit on the aircraft radios, but reception was reasonable. At about 20 miles out, we heard the tower exclaim, "*You are a what, where?*" Apprised of our planned landing, they directed us not to land on the primary runway, but to use the pierced steel plank runway. Shadows of the "Other B-52" that had attempted to land in-country a couple years earlier were evident. There was a concern that we might damage the primary runway and impact their operations significantly. Frank clearly declined and we completed the ARDA to normal touchdown. On roll out, we noted repetitive heavy thumps that shook the airplane; it was soon discovered that our outboard landing gear had removed the 1000' interval runway markers.

In the dark, we were able to turn off, clear of the runway, but held position because we did not know where we might safely taxi and park. A vehicle soon arrived, the ground crew headset port came alive with, "I am Sgt So-and-So, just arrived from Barksdale AFB,

I am a qualified B-52 Crew Chief." Joyful as that news was, an angry wing commander arrived as soon as we had parked. His first comment was, *"That's the biggest mortar magnet I have ever seen, get it off my airfield!!"* We reported in to Guam, were told to sit tight, help was on the way! Recently, Cam Ranh AB had suffered a damaging attack with many base facilities nonfunctional. By this time, the F-4 aircrews were getting up for early morning sorties to who-knows-where. We were assigned to be hosted by the "Blue Billy Goat" Squadron and use their freshly empty bunks to get some much-needed rest while they were absent. By noon we were up, showered and wearing the same clothing that would suffice for days to come. I shall leave to your wildest imagination how six bomber "pukes" got along with two squadrons of F-4 "jocks" for three days. "You made an emergency landing because you only had *six* engines left?" "Yeah, what would you do if you had two explode and fall off?" There is a lot of the story that must be told in person. It was a big mistake when the Jocks tried to out drink the EW – he put them all under the table.

True to their word, Guam help arrived in two KC-135s, with two new engines plus a mob of maintenance guys. *But, it was not repairable this station!* It took 2+ days and nights to make the aircraft flyable – even on a "Red X," which is how it was for our departure. We were directed to take off, turn out to sea, and make our way to Kadena AB with minimum fuel as soon as the maintenance folks had it ready for us. Leaving Base Ops, as we approached our aircraft, it was a sight to behold! As high as they had been able to reach, the entire lower part of our black B-52 was covered with stencil-painted Blue Billy Goats. That big bird, on "Red X" status, with minimum fuel, flew just fine on six engines to Kadena, landed and parked, never to be seen again by BEA-20. We got a tanker ride to Guam, first clean change of clothes in a week, a real meal at the O-Club, and slept in our own assigned beds. Of course, we were immediately back in the lineup to make up the assigned sorties we had missed. Guam is Good!



NOTAM: NEED HELP locating and relocating other navigators:

Requirements: Must have a computer plus access to the internet. If you are interested in helping, please contact Jim Faulkner at jfaulkner39@suddenlink.net for details.

MY TIME IN VIETNAM

by Bill Gibson, Ellington 56-02

In 1970 the word was "There are two kinds of people, those who have been to Vietnam and those who are going." In early 1972, I joined the second group with orders to Cam Ranh Bay, just up the coast from Saigon. A friend that had been assigned there said the lobsters were huge but don't kick the Coke cans on the beach. They are booby-trapped and will blow your foot off half-way up to your knee.

When I arrived at Tan Son Nhut Air Base, I found out the decision had been made to close Cam Ranh Bay, and I would not be going there. I waited there for two weeks while the personnel folks found a place to send me. I enjoyed several trips to downtown Saigon. We were briefed to wear our boots and to not carry our wallet in our hip pocket. A common practice was for a gang of Vietnamese kids to surround an American and some would distract him and others would pick his pockets. After Americans started carrying their wallet in their breast pocket the street-smart kids, realizing they could not reach the breast pocket, adjusted their tactics. One would sit on your foot and lock his arms around your lower leg, all this to get you to bend over to pull him off so others could reach your breast pocket. I experienced that when a kid sat on my left foot, got a bear hug on my leg and I drug him out in the middle of the street and began stomping my left foot until his butt had had enough and he got off and ran. An earlier tactic was to try to get your shoe off, then try to sell it back to you, thus the recommendation to wear boots. A more pleasant remembrance was a dinner at an upscale French restaurant, La Cave, one of the few remaining from the days when this was French Indochina. I had the best French onion soup I have ever had before or since. As the saying goes, all good things must come to an end. The wisdom of MACV decided I should go to Da Nang, oh joy!

Upon arriving at Da Nang I learned we were restricted to the base. A few weeks earlier some guys were at an off-base restaurant and some dude went by on a motor scooter and tossed a grenade into the restaurant. Nine Americans were killed. I never got off base and I'm not sure I wanted to. At Da Nang if it was not concrete it was sand. I do not remember seeing a single blade of grass. The housing was marginal and with the low water pressure, the shower was like a soft rain. We were advised not to position our cot under the window unit air conditioner and for good reason which I found out later. The sound of an F-4 Phantom taking off in the middle of the night with both J-79 engines in full afterburner had to be the loudest noise ever created by man, but it wasn't. Several nights each week the bad guys would lob their Soviet-made rockets into the base. They were unguided and mainly harassment but they did do damage, sometimes hitting aircraft or barracks. The base engineers

tried to quickly repair or clean up the damage to limit the effect on morale. One rocket landed in the street at the other end of my building. The concussion knocked a pilot in an upper bunk out of his bed and while on his way to the floor a piece of shrapnel from the rocket came through the wall and hit him in the rump. Before dawn he was on a med evac flight to the Philippines. He got the Purple Heart, "wounded in combat with the enemy." The concussion knocked out my window A/C unit. After a rocket attack the Security Police would gather all the shrapnel fragments and sell them to the Americans as souvenirs. They would give the proceeds to a local orphanage. I have a piece about the size of a dinner plate from the rocket that hit my building. There was a really big piece that had "CCCP" on it, the symbol of the Soviet Union at that time, that I really wanted but it was too large to move around with. We had the world's largest above ground Doughboy swimming pool nearby; one rocket put a few hundred holes in it and the sand nearby got well-watered with 10,000 gallons of water. It was of little comfort to know a couple thousand Marines were on a Navy ship offshore Da Nang ready to come ashore if the base was threatened to be overrun. Living on the base with the rockets and sapper attacks we felt like we were threatened every night. Google has a good definition of a sapper attack. Each evening a gunship would takeoff and patrol the area all night. One night, sappers were detected trying to breach the perimeter fence. The gunship took care of them, hitting their explosives and leaving a hole in the sand big enough to bury a bus.

On another night the gunship spotted the bad guys firing rockets from a nearby village into Da Nang. They called the command post for permission to fire. "Standby." The American command post contacted the Vietnamese command post, "Standby." Fifteen minutes later the gunship gets the call, "Negative, the province chief has an aunt that lives there." Even if they had been given approval to fire the bad guys had fired their rockets and left the area and there was no longer a target worth taking out. Frustrating indeed.

It was decided to have a cookout in an empty re-vestment to welcome a new squadron commander coming PCS to Da Nang. They "appropriated" some meat and buns from the dining hall but no lettuce. A local Vietnamese lady that worked in an office on base brought some lettuce from off base. The rule was that all food coming onto the base had to be routed through the base veterinarian's office for inspection. This lettuce was not. After the cookout about half of the squadron was DNIF, grounded for about a week with diarrhea. After inspection it was found the lettuce had teeny tiny parasites that tore up our insides. For the next week, at *all times*, we knew where the nearest toilet was.

In the summer of 1972, there was much strife in America over the Vietnam war. Paid agitators were cre-

ating strife and riots on college campuses and two years earlier four people were killed on the Kent State campus during a riot. President Richard Nixon was running for reelection and he campaigned on "I'll get our boys out of Vietnam." In late June 1972 they started transferring people out of Da Nang. I was not in the first group announced to leave Da Nang. Disappointed, I posted a notice on the bulletin board that I was offering \$50 to swap places with anyone on the list to leave. Some guy on the list to transfer decided he wanted to stay at Da Nang to be with his friend. The squadron staff, amused by my notice, allowed me to change places. The guy staying did not get my 50 bucks instead it found its way into the party fund. If I had known the difference it would make, I would have offered \$500.

We were told to be at the dinky air terminal with bags at 0730 on June 28, 1972. About 29 of us were there and no aircraft, no word and no air conditioning. About noon word came that the aircraft that was to take us to Thailand had been diverted on a higher priority mission. With many hours to reflect I realized I had some South Vietnamese currency in my bags that would be worthless outside of South Vietnam. I found several kids and split the paper money, maybe ten bucks worth, with them and they thought I was Santa Claus. About dark a C-130 came in, wheeled around, engines running, the rear ramp opened and we were told to get in and hang on. We scrambled on and looked for anything to hang on to. There were no troop seats, no nothing, just the bare floor. As the throttles were pushed up for takeoff, we were sent tumbling and rolling toward the rear ramp in one big heap almost causing a CG problem. I ended up in the heap with a bag and airman on top of me.

We landed safely in Thailand and it was like going from the ghetto to a mansion. In Thailand there were no nightly rocket attacks on the base, no sapper attacks, we enjoyed regular mail delivery, better food, the natives were friendly and we could leave the base to visit the local village. Whatever Richard Nixon did or did not do I will always be grateful to him for getting me out of Vietnam. After completing my one year tour the Good Lord brought me home safely to my family when friends that I flew with did not make it home to their families.

NOTAM: DR Ahead Distribution

AFNOA members who are current on dues should receive the e-mail copy of **DR Ahead** by the 7th of the published month (January, April, July or October) or the paper copy via USPS by the 25th of the published month. IF NOT RECEIVED, contact Jim Faulkner (jfaulkner39@suddenlink.net) or Errol Hoberman (afnoa.distributor@yahoo.com). Note that e-mail copies may sometimes go into the "spam" or "junk mail" folders so please check them before contacting **AFNOA** representatives.

AC-119K "STINGER" GUNSHIPS IN 'NAM, 1970

by Frank J. Parry, Mather 67-F

The AC-119K "Stinger" gunships of the Air Force's 18th Special Operations Squadron were one of the most effective interdiction aircraft on the southern Ho Chi Minh Trail. They were equipped with two 20-millimeter Gatling guns (truck-killers) and four 7.62-millimeter mini-guns (close air support) and included a state-of-the-art fire control system. The 20-mm. Gatling guns could fire 2,000 rounds per minute but were usually stepped down to 1,000 rounds per minute to save ammo. The close air support mini-guns could fire 6,000 rounds per minute but were usually stepped down to 3,000 rounds per minute.



AC-119K Flight Line at Nakhon Phanom. Photo provided by Frank Parry.

18th Special Operations Squadron organization: The 18th SOS had about 20 AC-119K gunships. Squadron headquarters was in Phan Rang until February 1970, when it was moved to Nakhon Phanom, Thailand, to reduce the number of U.S. troops in Vietnam. Combat operations were launched from two Forward Operating Locations (FOLs). The larger FOL at Danang, Vietnam, primarily launched missions against North Vietnamese truck traffic on the southern Ho Chi Minh trail. The Thailand FOL was originally in Udorn, Thailand, and was later moved to Nakhon Phanom. Its missions included protection of bases in northern Laos as well as interdiction in northwestern and southern Laos. All missions were flown at night.

Missions: The squadron's primary mission was interdiction of the North Vietnamese supply line on the southern Ho Chi Minh trail. We were occasionally called upon for close air support of ground troops.

Crew: The aircraft had ten crewmembers: pilot, co-pilot, navigator (positioning and course), Forward Looking Infrared Radar (FLIR) operator (also a nav), Night Observation Scope (NOS) operator (also a nav), engineer, three gunners (to keep the guns loaded), and an illuminator operator (to operate the searchlight and launch flares).

Tactics: On the trail most of the trucks had blocked out their lights to just a sliver. Unfortunately for them this

sliver of light was still visible to me through my NOS. Upon finding a line of trucks, I would (somewhat excitedly) say, "Pilot, NOS take NOS guidance." The pilot would then come to his reference of the NOS position. The FLIR would also come to the NOS position because, once we fired, I would be night-blinded and we would fire off the FLIR. Our first volley was at the front of the line of trucks because our objective was to stop the trucks and then work the whole line. Our second volley was to incapacitate the rear truck so none of them could escape. It was a devastating system and it worked fantastically well!

Elephants: When we found a line of trucks, we would usually fire in front of them so they would stop. In the FLIR elephants looked like trucks – all in a line with a white heat signature. The FLIR operator would try to guide me to the targets and sometimes I couldn't see them, perhaps because they were driving with absolutely no headlights. After we fired the first salvo, those white-hot "trucks" separated, left the road, and ran pell-mell through the Laotian jungle. Because they were elephant-transports and not trucks.

Defense!: The North Vietnamese gunners beneath us were pretty darned good. One of our gunners and the illuminator operator (IO) manned the left and right rear doors and watched for flak. When a 37-millimeter anti-aircraft gun fired, fortunately with tracers, the gunner or IO would say, "Break left" or "Break right" and the pilot would go into a steep bank, hopefully escaping the flak. If this system had not been effective, I would likely not be here to tell the story!

In some of the more dangerous areas we would be joined by an F-4 Phantom. We would fly in small circles firing at the trucks and he would fly in wider circles watching for anti-aircraft gun bursts. If a gun got too accurate, we would break off the target and the F-4 would drop a 500-pound bomb. If the bomb hit within a half-mile of the gun, it would tend to silence it for awhile and give us a chance to work the target.



Capt Frank Parry with "Fly United." Photo provided by Frank Parry.

"Fly United": All our aircraft had names, including "Fly United," on which I had flown numerous times. One of

our “Fly United” crews experienced a runaway propeller shortly after take-off from Danang and was unable to feather the prop. As you may know, a runaway propeller revs faster-and-faster and may break loose, damaging the aircraft. The crew bailed out off Danang’s China Beach where my pilot/roommate and I had spent the afternoon. One of the pilots, a good friend, had landed in the water near the beach. He walked up to the beach Officers’ Club and bummed a ride back to the air base. We had a chilled bottle of champagne waiting for his return!

We mourn the loss of TSgt. Clyde D. Alloway who, on June 7, 1970, bailed out of the crippled aircraft “Fly United” and drowned off China Beach near Danang. During my entire year in Nam, he was our only loss. “Fly United” did not fall apart and crash. F-100 fighters were scrambled to shoot it down, but they couldn’t catch it, and it ran out of fuel and ended up in the South China Sea just south of China.

Scariest mission: My scariest moments were when we fired on a lone truck in “Lima area” in Laos—one of the most active areas on the trail. Just after we first fired, a very accurate 37-millimeter gun drove us off the target. We had an F-4 escort who dropped a bomb about a half-mile from our target which kept the anti-aircraft gunner at bay for a while. We made six more firing circles before hitting the truck, knowing that (pucker-time) a very accurate gunner was tracking us the entire time. The truck, obviously a gas truck, exploded just as the anti-aircraft gunner fired. Obviously, we dodged his shells or we would not have returned to Danang.



Capt Frank Parry and his NOS. Photo provided by Frank Parry.

War Stories: A PACAF general wanted to fly on one of our missions. We did not want to take a general over Laos because of the risks so we elected to work the A-Shau valley in western Nam which was only defended by 50-caliber machine guns and small arms. We estimated that we received 750 rounds of 50-caliber fire that evening! It looked like the 4th of July! The general was apparently so impressed that he purportedly put himself in for a Distinguished Flying Cross after the mission.

We were occasionally given a close air support mission. A Long Range Reconnaissance Patrol (LRRP)

team was in the DMZ waiting for extraction and had requested air support. Upon arriving, the LRRP radioman said what we thought was “Charlie was 50 meters” from their position. Our pilot answered that we could fire as close as 50 meters. The LRRP guy said, “Negative 5-0 meters, 1-5 meters.” The bad guys were only fifteen meters from their position! We agreed to fire in the entire area to dissuade the bad guys and, according to the LRRP leader, it worked.

On another close air support mission, we were asked to respond to a small Special Forces base south of Danang. By the time we arrived the attackers had been repulsed, so they asked us to pour fire on the side of a hill east of the base. While we were firing, two army Musket choppers were working the same area. The lead chopper was flying with his lights on to draw fire and the second chopper would fire toward the small arms fire. It became obvious that they were looking at the hill and not in the direction they were flying. My right eye was in the NOS but my left eye picked up the lead chopper flying right toward our 3,000 rounds per minute of mini-gun fire hosing the hill. I called “Check fire,” the pilot stopped firing and, about two seconds later, the choppers passed right through what would have been our line of fire. So, we not only helped the Special Forces guys on the ground, we also saved the lives of two chopper crews!

Social Life: Simply put, there wasn’t any! Our BOQ in Phan Rang had a bar in the day room – with a bartender. Everyone kept his favorite libations behind the bar and the bartender would prepare our drinks. We also had a flight surgeon who lived in our BOQ. After I had slipped on a banana leaf at Jungle Survivor School in the Philippines on the way to Nam, I thought I might have cracked a rib but didn’t go to a doctor. On our third in-country training mission we got an “unsafe gear” light. After a discussion about whether to bail out or take a chance on landing we decided, correctly, that it was just a light malfunction and landed safely. I couldn’t help but think, “If my rib is broken, where would it go if I bailed out?” Upon returning to the squadron bar, I asked Tony, the Flight Surgeon, about it and an X-ray indicated that it was, in fact, cracked. The result was four weeks as duty officer until I was cleared to fly.

Danang’s China Beach was a few miles from the air base and once or twice per week several of us would take one of the squadron vans to the beach. We spent some time on the beach, some time in the water and more time on the front porch of the small Officers’ Club on the beach. If we weren’t scheduled to fly that night, it was beer, beer, beer. Or, soda, soda, soda. In Danang our small game room usually held a poker game and, my preference, a Hearts game. The Danang Officers Club basically had two choices for dinner – spaghetti or grill-your-own T-bones. After seven months at Danang I was truly tired of T-bones!

Conclusion: I am proud to have served in the very effective 18 SOS because every truck we killed held supplies that would not be used against our ground forces. And, of course, I am glad to have survived a year in Nam.

Editor's Note: Interested in more by this author? Frank Parry is the author of *Driving to Alaska*, available on Amazon in paperback and Kindle.

NO CLOUDS AT KADENA

By Bob Johnson, Mather 78-20

I was in KC-135s stationed at Kadena AB, Japan in 1982. We were coming back into Kadena around 11 p.m. after a night refueling mission. Kadena has a "Quiet Hours" regulation in affect after 10 p.m. that requires returning aircraft to fly a single approach to a full stop landing.

My Aircraft Commander (AC) needed a non-precision approach to complete his quarterly requirements. Kadena weather was observed as 500 scattered, 2500 broken, with five miles visibility so we had the minimums for a non-precision localizer approach. We could see Kadena through the broken and scattered cloud decks. The AC told Kadena Approach we'd fly the localizer 23R, full stop.

At the final approach fix we could see the airfield environment as he was flying the localizer. However, while flying the approach, the airfield winds now blew the only cloud close to the airfield into our flight path over the runway. When we got to the MDA, we were right in the middle of that cloud and the AC couldn't see the runway, so he told Kadena Approach we were going "missed approach."

Kadena Approach gave us vectors for the go around. As we pushed up the throttles and brought up the gear and flaps, all hell broke loose! The aircraft started vibrating violently and noise was coming from the back of the plane. The boom operator and I went back to see what was happening. The noise was even louder back there! The floor-board between the wing roots was vibrating like nothing I'd ever felt! When I walked to the over-wing hatches, I felt like a player on one of those 1960s electric vibrating football games; my feet were literally vibrating off the floor! I told the pilots the vibration was severe and something was very wrong. I was expecting the wings to fall off at any time.

The AC declared an emergency with Kadena Approach and told them we wanted a short final to the ILS 23R. The co-pilot gave Approach all the particulars of what was going on, souls on board, etc. The SAC command post wanted an update on what was happening and I told them about the severe vibration and that we were coming around for a short final ILS approach.

As Approach vectored us for the ILS, we could see the fire trucks lining up along the taxiways. The vi-

bration didn't change as the landing gear went down; they showed down and locked. The boom and I watched the flaps when the AC slowly lowered the flaps; again, no change to the vibration. As the AC chopped the throttles for the landing, the vibrations receded. We landed and rolled out uneventfully.

The SAC Supervisor of Flying (SOF) looked us over on the runway, but saw nothing of out of the ordinary. The aircraft appeared to handle normally to taxi. When we got to the parking spot and shut down the engines, the SOF came up the ladder and told us the wing commander wants to see us in his office immediately after we give the plane to maintenance. He wants to know what happened. We walked around the aircraft with the SOF and the swing shift maintenance guys to try and see what caused the vibration but couldn't determine anything.

When we got to the wing commander's office about midnight, he was in uniform and invited us in. As we stood in front of his desk, the colonel asked what happened. My AC started to tell him the sequence of bringing up the power, raising the gear and flaps, and the severe vibration started...the colonel interrupted, "Yes, the vibration is the air conditioner. This happened frequently during Vietnam. The bearings would fail in the high RPM air conditioner and the out-of-balance spinning would cause the severe vibration. Back in the 1970s, Boeing put a reducer in the duct work to slow the RPM, so this failure doesn't occur much anymore. All you needed to do was turn *off* the air conditioner and the vibration would have stopped." He went on, "I want to know why you did a missed approach during quiet hours?"

There's my crew, scared to death the airplane was coming apart around us and overjoyed to be alive! However, the colonel needed to be able to explain to the local brigadier general why a SAC tanker did a low approach during quiet hours. The AC explained he needed a non-precision approach to finish the quarter and the observed weather conditions were good for the non-precision approach.

The next Commander's Call, my AC and the Chief of Training Flight gave a quick presentation on our air conditioner failure, a quick history of those failures on tankers, and what to do if it happens again. Also, the wing commander implemented "guidance" for SAC aircraft coming to Kadena. "All 'Quiet Hour' landings at Kadena are to be precision approaches, unless there are *no clouds at Kadena*."

NOTAM: EMERGENCY LIST

One of our members has told us that if something should happen to him... he has left a listing of people to be contacted. Great planning! Suggest we all consider putting **AFNOA** on that listing.

LETTERS

To the Editor, *DR Ahead*

13 September 2023

I'm an architect working on the Gateway to Bossier/B-52 project. The community of Bossier Parish, Louisiana, supports Barksdale AFB and the B-52 community and wants to create a memorable gateway to the community to be located on Interstate 20. My hope is to generate interest and develop a contact, a retired Boeing engineer perhaps, from your organization who may be able to assist with the project with technical information.

The design for the new Bossier Gateway incorporates a pair of B-52 wings that are rotated vertically, as if the plane was standing on its tail to take off the way a Saturn Rocket does. Knowing that neither the plane nor its wings were designed to ever be in a vertical position, we need to know:

1. If that is feasible
2. If feasible, what structural modifications would be required
3. Weight of the wings with empty fuel tanks
4. Weight of the wings with full fuel tanks

It seems that my questions above could be answered by an engineer (Boeing) familiar with the B-52.

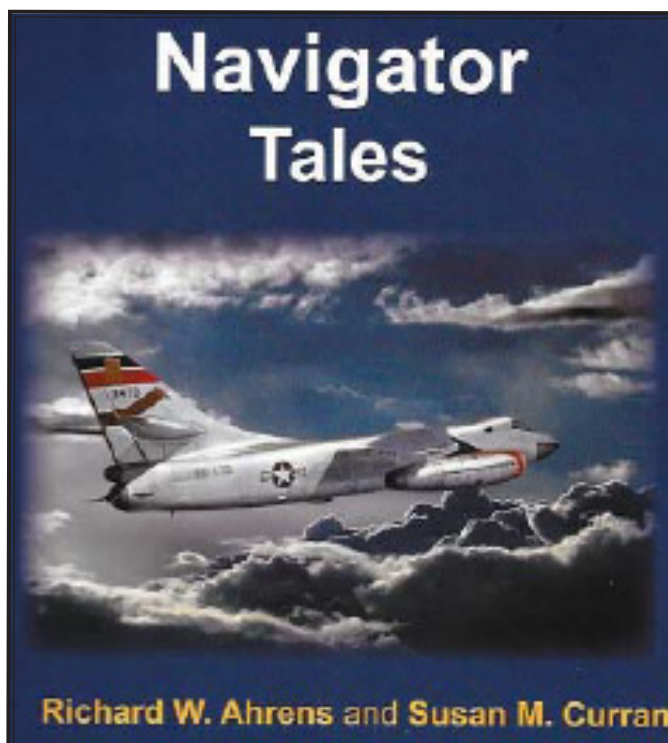
The project is in the early fundraising stage and is expected to take some time given that the funding sources are primarily the city and parish (county) governing bodies. Keep Bossier Beautiful is the sponsoring agency of the new gateway. I've attached the color renderings to better describe the project and you may include any of the info contained in them in the newsletter.

Thank you,

Clarence P. Babineaux, Architect, AIA

SGB Architects LLC

clarence@sgba.com



NAVIGATOR TALES

by Richard W. Ahrens & Susan M. Curran
A 214-page hardcover self-published book of articles by navigators, bombardiers and other ratings—extracted from *DR AHEAD*. After publishing expenses, all profits go to **AFNOA** from this printing. To order your copy, send a check made out to Richard W. Ahrens to:

Richard W. Ahrens
43300 Little River Airport Road #79
Little River, CA 95456-9612

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| Navigator Tales | 29.95 |
| CA State Sales Tax | 2.36 |
| Packing & Shipping in U.S. | 4.87 |
| Total | \$37.18 |

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Questions to: RNNN327@gmail.com

Sent to Jim Faulkner
Subject: Newsletter

1 November 2023

Great issue, really enjoyed war stories and aircraft descriptions. Those stories bring to mind some of my own war stories, but submission would entail some adults only limitations. Looking at the list of last flights in this issue and past issues, we are truly members of a dying profession. With much regret I probably won't be able to make the next gathering but look forward to your description of the event. Keep up the good work.

George Stutts, James Connally 63-04/05

Sent to Jim Faulkner
Hi Jim,

4 November 2023

Our Navigator History by Ronald Barrett reminded me of this historical information. Gen. Hegenberger had two sons and both graduated from West Point and both became AF pilots. Robert, his younger son, served as the 37th Bomb Sq. Operations Officer beginning in late 1954 in South Korea and Japan, and through our transition into B-57s in mid-1955. He retired in the Eglon Main area. I was his navigator when we were one of a flight of B-26s to fly a mock attack on the 7th Fleet in the Sea of Japan in Dec '54. I still have my nav log for that flight. His older brother, I think was killed in a B-57 crash in 1955 or 56 as Wing Staff Operations Officer of the 461st Bomb Wing at Hill AFB. I may have the exact details of his death wrong here.

I would become Wing Headquarters Sq. CO of the 461st Bomb Wing after it was relocated to a new base at Blytheville AFB, AK.

There is much information on the internet about Gen. Hegenberger if interested.

Ira

Dr. Ira Williams, Harlingen 54-03

Editor, **Dr Ahead**

13 September 2023

I am 69 and a retired Marine Corps Reserve colonel with a combination of 30 years in the USMC (1981 to 1992) and USMCR (1993 to 2011). I was a judge advocate (military lawyer).

I was looking through my garage last Sunday and found a collection of *DR Ahead*s. They belonged to my father, Lieutenant Colonel Elmer C. Jones, USAFR (Retired). During World War Two, he was a radar observer on a B-29, but he had a navigation MOS (1038, I think was the MOS number) and as well as a radar observer MOS (1042, I think was the MOS number). He

and the plane's navigator jointly navigated the B-29 over Japan during combat missions flown during 1945.

I did not think to tell the AFNOA of his passing in 2014. I am an only child and had a lot to do concerning his funeral and was working alone since my mother had dementia; I simply could not remember everything.

I spent most of 2018 writing a book about him. I wrote it as I sorted his flight gear, his uniforms ("pinks" was his favorite), his records (from his 201 file and from The National Personnel Records Center in St. Louis), and his Japanese souvenirs. As an only child, I had unfettered and complete access to all of these items.

My father was the radar observer with crew P-10 of the 39th Bomb Group, 314th Bomb Wing. The crew flew 28 combat missions over Japan in 1945: 13 bombing and 15 single ship photographic reconnaissance missions including the longest aviation combat mission of the war, nonstop from Guam to Northern Japan to Guam: 23:00 hours, 4650 miles. He received one of his two DFCs for this mission (25-26 June 1945). The article I wrote about the mission was printed in the April 2010 issue of *Air Force Magazine* and is available on the magazine's internet archives.

The book, *B-29 "Double Trouble" Is "Mister Bee,"* is two volumes, one text with a few images and the other exclusively photos including radar photos my father took of the U.S. Navy's Third Fleet. The books are a virtual catalog of the life and flights of a B-29 crewman and a catalog of almost all his flight equipment.

The book is available on Amazon, but the best place to get it is via my website so that you will get the best quality books and the two-volume set: <https://www.b29elmerjones39bombgroup.com/>.

Semper Fidelis,
Charles A. Jones, Colonel, U.S. Marine Corps Reserve (Ret)
cajonesdt@triad.rr.com

Editor's Note: Look for a book review of Charles Jones' *B-29 "Double Trouble" is "Mister Bee"* in the April 2024 issue of **DR Ahead**.



LAST FLIGHTS

by Jim Faulkner, James Connally 64-04

Thanks to all who advised me of last flights this quarter. Some of the people reporting multiple Last Flights this quarter were: James Alexander, (James Connally 65-18); Dale Everson, (Harlingen 58-12); John Fradella, (James Connally 66-17); and Errol Hoberman, (Harlingen 60-09). Please advise **AFNOA** membership (jfaulkner39@suddenlink.net) when a navigator/observer/bombardier/EWO or combat system officer has made their last flight. Please keep their families in your prayers. Below are the final flights reported this quarter.

ELLINGTON

| | | | |
|---------------------|----------------|----|--------|
| Behrns, Earl L. | Denver | CO | 44-49 |
| Hilinski, Leo S. | Claremore | OK | 45-04N |
| Gizinski, Joseph S. | Elma | NY | 45-08 |
| Kontovich, Frank T. | Richmond | VA | 50-F |
| Phillips, Hiram S. | Springfield | IL | 52-09 |
| Wilkins, Billy H. | San Antonio | TX | 52-09 |
| Fortin, Paul E. | Topeka | KS | 54-00 |
| Federman, Arnold D. | Jacksonville | FL | 54-03 |
| Fascher, Valmah L. | Naples | FL | 55-02 |
| Weyer, Frank S. | Ocala | FL | 55-02 |
| Nardi, Gary L. | Universal City | TX | 56-01 |
| Thelen, Boyce C. | Loomis | CA | 57-11C |

HARLINGEN

| | | | |
|------------------------|---------------|----|-------|
| Wood, Milton B. | Orangevale | CA | 53-11 |
| Bruce Jr., Wallace J. | Toccoa | GA | 53-13 |
| Chiappetto, Vincent F. | Langley AFB | VA | 53-13 |
| Crittenden, Richard W. | Ormond Beach | FL | 53-13 |
| Crowder, Roscoe E. | Monument | CO | 53-13 |
| Cunyus, Karl K. | Longview | TX | 53-13 |
| Falk, Richard B. | Riverside | CA | 53-13 |
| Hedges, Ronald E. | Cisco | TX | 53-13 |
| Hendry, Douglas E. | Islip Terr. | NY | 53-13 |
| Higby, Dudley W. | Burbank | CA | 53-13 |
| Kaepler, Kenneth B. | Sturgis | SD | 53-13 |
| Kemps Jr., Jan | New Iberia | LA | 53-13 |
| Laugherty, Robert J. | Tampa | FL | 53-13 |
| Leitch, Robert C. | Omaha | NE | 53-13 |
| Malloy, Jerry G. | Reston | VA | 53-13 |
| Mann, Jerome N. | Palm Beach | FL | 53-13 |
| Martin, William K. | Willow Street | PA | 53-13 |
| Masdon, Weems B. | Newnan | GA | 53-13 |
| McLaughlin, Richard A. | Marion | IA | 53-13 |
| Mershon, Richard B. | Lorain | OH | 53-13 |

| | | | |
|-----------------------------|-----------------|----|-------|
| Muldoon, James E. | Wildwood | NJ | 53-13 |
| Mulligan, George T. | Sayville | NY | 53-13 |
| Norvell, Donald E. | North Las Vegas | NV | 53-13 |
| Oberg, Donald W. | Palatine | IL | 53-13 |
| O'Hara, Donald G. | Saegertown | PA | 53-13 |
| Partridge, David A. | Blue Bell | PA | 53-13 |
| Peeler Jr., William H. | Atwater | CA | 53-13 |
| Plunkett, James C. | Madisonville | KY | 53-13 |
| Samuels, Glen A. | Great Falls | MT | 53-13 |
| Snyder, Charles B. | Fenton | IL | 53-13 |
| Woebkenberg Jr., William H. | Hatfield | PA | 53-13 |
| Zimmerman, John D. | Sarasota | FL | 53-13 |
| Slauson, Theodore W. | Citrus Heights | CA | 53-20 |
| Cisco, James P. | Milwaukee | WI | 54-01 |
| Cugini Jr., Larry | Largo | FL | 54-01 |
| Dudash, William E. | Lansdale | PA | 54-01 |
| Krejci, Edwin M. | Columbia | SC | 54-01 |
| McQuire, Harry F. | Palm Beach | FL | 54-01 |
| Mikita, Ronald A. | Houston | TX | 54-01 |
| Naughton, John F. | Silver Spring | MD | 54-01 |
| Paskoski, John J. | Lake Mary | FL | 54-01 |
| Sadowski Jr., Stanley | O'Fallon | IL | 54-01 |
| Sorrells, John T. | Asheville | NC | 54-01 |
| Abel Jr., Thomas S. | Volcano | HI | 54-11 |
| Beabes, McKinley W. | Tulahoma | TN | 54-11 |
| Bohannon, Robert K. | Roseville | CA | 54-11 |
| Bretz, Dennie C. | Wichita | KS | 54-11 |
| Cipra, Donald J. | Hackettstown | NJ | 54-11 |
| Costa Jr., Joseph M. | New Britain | CT | 54-11 |
| Cullin, Glenn A. | Litchfield | OH | 54-11 |
| Delaney, James L. | Lebanon | TN | 54-11 |
| Drinkwater, Finis E. | Sun City | AZ | 54-11 |
| Enos, Arthur G. | The Villages | FL | 54-11 |
| Garrett, Thompson G. | El Cajon | CA | 54-11 |
| Gimenez, John A. | Auburn | NE | 54-11 |
| Heanue Jr., Festus E. | Oklahoma City | OK | 54-11 |
| Higgins, James F. | Manasquan | NJ | 54-11 |
| Hooper Jr., Albert E. | Honesdale | PA | 54-11 |
| Kennedy, Ken M. | Pasadena | CA | 54-11 |
| Kubelka, Leroy J. | Ottawa | IL | 54-11 |
| LaTaille, Leon M. | Winter Springs | FL | 54-11 |
| Lawrence Jr., Patrick A. | Conyers | GA | 54-11 |
| Leatherwood, Bennie F. | Austin | TX | 54-11 |

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| Livingston, Keith A. | Cottonwood | CA | 54-11 | Harrop, Steve J. | Papillon | NE | 57-21 |
| Mahey, John A. | Harrisburg | PA | 54-11 | Miles, Vernon H. | Haymarket | VA | 58-08N |
| Matteson, Eugene C. | Grand Junction | CO | 54-11 | Bennett, Russell H. | Kaneohe | HI | 59-16 |
| Norman, Seth W. | Nashville | TN | 54-11 | Branon, Paul T. | Acton | MA | 59-16 |
| Pannell, Martin C. | Conover | NC | 54-11 | Davidson, Vernon L. | Columbus | OH | 59-16 |
| Peltier, Wesley F. | McFarland | WI | 54-11 | Hopwood, Paul | Bradford | NH | 59-16 |
| Porterfield, Noel A. | San Antonio | TX | 54-11 | Keller, Charles E. | Tucson | AZ | 59-16 |
| Prettyman, Glenn L. | West Sacramento | CA | 54-11 | Machado, Barry J. | Petaluma | CA | 59-16 |
| Tappero, Daniel L. | Colorado Springs | CO | 54-11 | Weber, Veryl D. | Boise | ID | 59-16 |
| Webb, Harry | Seymour | TN | 54-11 | Lighty, Larry G. | Placerville | CA | 59-17 |
| Yakey, Joe B. | Springfield | MO | 54-11 | McShaw, Francis T. | The Villages | FL | 59-17 |
| Freeman, Byron J. | Shalimar | FL | 54-12 | Arnold, Robert G. | Holbrook | AZ | 59-21 |
| Kriegshauser, James C. | Canby | OR | 54-13 | Cowles, Stephen H. | Hampton | VA | 59-21 |
| Woodard, Reagan N. | La Porte | TX | 54-13 | DeRousse, Wayne L. | Clayton | MO | 59-21 |
| Callister, William E. | Colorado Springs | CO | 55-02 | Fremd, Robert W. | Yuba City | CA | 59-21 |
| Flynn, John C. | South Hadley | MA | 55-02 | Hammond, Thomas L. | Houston | TX | 59-21 |
| Kempf, Marvin C. | Wichita | KS | 55-02 | Labrie, Robert F. | Dover | NH | 59-21 |
| Conforti, Louis J. | Los Alamitos | CA | 55-13 | Lee, Robert S. | Laguna Hills | CA | 59-21 |
| Delaney, Donald D. | Milwaukie | OR | 55-13 | Liberty, Robert A. | Largo | FL | 59-21 |
| Duffy, Daniel H. | Geneva | OH | 55-13 | Marchand, Maurice R. | Rocklin | CA | 59-21 |
| Dupre, James R. | Rockwall | TX | 55-13 | Meyers, Richard K. | Lambertville | MI | 59-21 |
| Hamilton, William F. | New Glarus | WI | 55-13 | Moore, Robert J. | Fort Worth | TX | 59-21 |
| Keyes, John F. | Soddy Daisy | TN | 55-13 | Peppito, Jerome | Beaverton | OR | 59-21 |
| Krueger, James H. | Lakewood | WA | 55-13 | Pettersen, Stanley C. | The Villages | FL | 59-21 |
| Madison, Daryl G. | Saint Paul | MN | 55-13 | Suddarth, Lawrence B. | Houston | TX | 59-21 |
| Polizzi, Raymond A. | Lake Worth | FL | 55-13 | Vaillancourt, David B. | Roseville | CA | 59-21 |
| Reese, Gary P. | Kent | WA | 55-13 | Wigdor, Robert T. | Hornbeak | TN | 59-21 |
| Walker III, Leonard S. | Williamsburg | VA | 55-13 | Clark, Albert F. | Silverdale | WA | 60-04 |
| Waller, Larry D. | Newport News | VA | 55-13 | Mills, Paul F. | Sumter | SC | 60-15 |
| Lepley, Robert E. | Bellevue | OH | 55-14 | Giambri Jr., Philip | Oak Harbor | WA | 60-17 |
| Woodhead, Robert E. | Baldwin City | KS | 55-16 | Bakewell, Joseph R. | Sumner | TX | 60-22 |
| Knight, Roger G. | Ocean Park | WA | 56-02 | Irvine, Robert J. C. | Vancouver | WA | 60-22 |
| Mandell, Harold L. | San Antonio | TX | 56-09 | Meese Jr., Edward T. | Victoria | TX | 60-22 |
| Shaw Jr., William M. | San Antonio | TX | 57-02 | Chase, Gary R. | Eules | TX | 61-06 |
| Beaty, Robert N. | Louisville | KY | 57-03 | Baker, George T. | Jonesboro | GA | 61-07 |
| Bell, James W. | Hawthorne | CA | 57-03 | Bakunas, Darius V. | Fayetteville | GA | 61-09 |
| Blackmon, John A. | Atlanta | GA | 57-03 | Peterson, Norman K. | Brenham | TX | 62-14 |
| Blackmon Jr., Zeb | Milwaukee | WI | 57-03 | HONDO | | | |
| Butler, James D. | Winchester | IN | 57-03 | Hammer, Leon J. | Melbourne | FL | 44-00 |
| Davis Jr., Clifford B. | Benton | LA | 57-03 | JAMES CONNALLY | | | |
| Denman, Donald K. | Medford | OR | 57-03 | Edwards, John T. | Augusta | GA | 52-05 |
| Dull, Ronald G. | Dallas | TX | 57-03 | Hughes, Herbert H. | Albuquerque | NM | 52-05 |
| Doyle, Brendan T. | Independence | VA | 57-21 | Kendrick, Donald E. | Valrico | FL | 52-06 |

| | | | | | | | |
|----------------------------|------------------|----|--------|------------------------|----------------|----|-------|
| Knodel Jr., Ralph H. | Sheridan | WY | 52-06 | Roswold, Robert C. | Pensacola | FL | 63-20 |
| Kueth, Dale E. | Fair Oaks | CA | 52-06 | Speer, Bruce P. | Chattanooga | TN | 64-02 |
| Langley, Edwin A. | Kingsport | TN | 52-06 | Graybill, Mark H. | Kitty Hawk | NC | 64-05 |
| Wehrenbrecht, Herbert J. | St. Louis | MO | 52-06 | Keays, Wendall L. | Peoria | AZ | 64-05 |
| Lorton, Donald M. | Cleveland | TN | 52-07 | Kassan, Steven I. | Ocala | FL | 64-06 |
| Farris, Earl N. | Japan | | 52-10 | Zickert, Martin J. | Vero Beach | FL | 64-06 |
| Franks, Bobbie C. | Great Falls | MT | 52-10 | Harmon, Gordon V. | Warrensburg | MO | 64-15 |
| Reichard, William O. | Valparaiso | IN | 52-10 | Chaney, Peter J. | Mansfield | TX | 64-19 |
| Smith, George L. | Phenix City | AL | 52-13 | Martin, Thomas H. | Shreveport | LA | 65-03 |
| Conroy, John W. | Sacramento | CA | 53-20 | Tash, Neal E. | Rehoboth Beach | DE | 65-03 |
| Muelle, Glen R. | Cumberland | MD | 53-20 | Martinich, Raymond J. | Belleville | IL | 65-07 |
| Stratton, Joseph C. | Salem | VA | 53-20 | Zambo, James L. | Indianapolis | FL | 65-07 |
| Wodlarski LeKane, James J. | Tampa | FL | 54-09 | Scofield, Timothy G. | Carmichael | CA | 65-11 |
| Edwards, James A. | Springfield | MO | 54-10 | MATHER | | | |
| Gloye, Robert H. | Unknown | UK | 54-10 | Choplin, Larry E. | Shalimar | FL | 66-00 |
| Neary, Eugene P. | Sacramento | CA | 54-10 | Blitt, William J. | Allen | TX | 67-00 |
| O'Keefe, Otwell W. | Great Falls | MT | 54-10 | Hall, Fredrick M. | Waynesville | NC | 68-00 |
| Perhach, Theodore | Somerville | NJ | 54-10 | Busse, William B. | Rapid City | SD | 69-00 |
| Price, William A. | Rancho Murieta | CA | 54-10 | Reedy, John S. | San Antonio | TX | 72-16 |
| Ramone, Charles J. | Houston | TX | 54-10 | McFann Jr., Maurice L. | Mount Pleasant | SC | 73-16 |
| Robin, Allen E. | Scottsdale | AZ | 54-10 | Stahnke, Kim W. | Lincoln | CA | 74-03 |
| Schiff, Alfred N. | Tampa | FL | 54-10 | Zuber, Donald W. | Rockwall | TX | 75-00 |
| Schleret, Eugene P. | Columbus | OH | 54-10 | RANDOLPH | | | |
| Sciortino, Robert J. | Rapid City | SD | 54-10 | Artzer, Eric J. | Ottumwa | IA | 93-00 |
| Sears, Thomas B. | Bedford | NH | 54-10 | Carney, Michael K. | O'Fallon | IL | 95-00 |
| VanPeebles, Melvin | New York | NY | 54-10 | SAN MARCOS | | | |
| Wilson Jr., William P. | Saint Augustine | FL | 54-10 | Veltri Jr., James | San Antonio | TX | 44-05 |
| Woempner Jr., Harold W. E. | Trenton | FL | 54-10 | Bozek, John R. | Pittsburgh | PA | 44-08 |
| Woika, Robert C. | Waco | TX | 54-S47 | SCHOOL UNKNOWN | | | |
| Israel, Paul S. | Sun Lakes | AZ | 59-16 | Eckman, Philip W. | San Antonio | TX | 41-00 |
| Lantz Jr., Donald L. | Richmond | TX | 59-16 | McGowan, Samuel B. W. | Columbia | SC | 42-00 |
| Lingenfelter, James L. | Bessemer | AL | 59-16 | Stukas, Robert R. | Kennebunk | ME | 42-00 |
| Swiecki, Thaddeus E. | Lake Barrington | IL | 59-16 | Hilliard, Joe S. | Odenton | MD | 44-00 |
| McMurphy, Boyce D. | Kerrville | TX | 60-02 | Borden, Wallace | San Antonio | TX | 45-00 |
| Balentine, Doyle E. | Colorado Springs | CO | 60-22 | Sherrick, Harold C. | Littleton | CO | 53-15 |
| Anderson, Maurice J. | Cherry Hill | NJ | 61-17 | Keller, Charles J. | Schertz | TX | 53-20 |
| Rea, Lawrence D. | Gresham | OR | 61-17 | Mackensen, Robert E. | Yuba City | CA | 54-00 |
| Moore, Ernest L. | Tomball | TX | 62-14 | Anderson, Stanley E. | Rancho Murieta | CA | 54-18 |
| Parkison, Robert G. | Tunkhannock | PA | 62-14 | Falletti, Joseph L. | Sterling | VA | 55-00 |
| Bell, Jerald R. | Roseville | CA | 62-19 | Graham, James G. | Dallas | TX | 55-00 |
| Jack, Tharon L. | Elkins | WV | 63-03 | James, Thomas M. | Silver Bay | NY | 56-00 |
| McFarland, Harvey L. | Destin | FL | 63-03 | Franklin, James V. | Montgomery | AL | 57-00 |
| Barnhill Jr., Charles C. | Mount Pleasant | SC | 63-09 | Montplaisir, David H. | Manassas | VA | 57-00 |

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